

Intermodal Review Committee

April 25, 2006 Minutes

Meeting called to order at 7:07.

Members present: David Drovetta, Chairman, Mark Raney, Francis Cross, Sam Boyajian, Scott Coup, Lee Metcalfe, John Kirgan, Dan Wehmeier, and Shirley Bruce Brown-VanArsdale. Brian Rapplean was present by phone.

Staff Present: Stewart Fairburn, Melissa Mundt, Laura Gourley, David Greene, Art Davis -Facilitator

Also Present: Mayor Carol Lehman, Bernice Duletski, Assistant County Manager, Johnson County; Skip Kalb, Director of Strategic Development BNSF; Steve Forsberg, Director Corporate Relations BNSF; Chuck Burriss, Intermodal Hub Operations BNSF; Nate Murray, General Director of Kansas Division, BNSF; Pete Heaven, Lathrop & Gage; Peter Solie, Gardner Area Chamber of Commerce; Greg Kindle, EDC; and Scott Goehri, HDR; John Blackburn, Edgerton Councilmember; Rita Moore, Edgerton City Clerk; Mark Taylor, Gardner News.

Public present: Jim & Betty Wiseman, Doug & Marjorie Reeder, Kenneth & Joyce Dailey, Peggy Cramer, Martha Hodges, Lisa Huppe, Robert & Sue Dingus, Jim and Naoma Kincaide, Mike Young, David Zimmer, Judith Rogers, Shelly Bortka, Jerry Day, Tom Bach, Paul and Janet Stonestreet, Vern Knabe, Earl Allen Jr., Harold & Carolyn Rankin, Robbie & Glenda Grogan, Larry Alsup, Cliff Cole, Bill & Deb Arnold, Linda & Don Dailey, Steve Quigg, William & Marian Cunningham, Karen & Vern Stephenson, Charie Robinson, Mary Freund, Sherry Laquet, Hestie Widmer, Sharon Morgan, Chris & Carol Lang, Dustin & Rebecca Shay, Jeff & Elizabeth, Troy Holck, Pete Coyle, Nancy Kirkland, Tracy Lane, Damon Frizzell.

Welcome and Introductions

David Drovetta, Committee Chair, and Art Davis, Facilitator, provided an overview of the process.

Review and Approval of Minutes from April 11 Meeting

Minutes were approved with no changes

Distribution of Public Input/Questions since April 11

Art Davis discussed the format and process of the input.

Review Updated List of Major Issues and Themes

Art Davis discussed the list and the anticipated meeting dates for each theme. It was pointed out that the originally scheduled May 23 meeting date is now May 16 due to scheduling conflicts.

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Presentation and Committee Discussion

Railroad Operations: Skip Kalb, Chuck Burris, Steve Forsberg of BNSF and Scott Goehri, P.E., Vice President, HDR.

Skip Kalb provided an overview of the property acquisition. BNSF will control or own 1,186 acres. They will have options to buy at a certain price at a certain time or depending on the deal, earnest money for the purchase has been provided. As of this date, there have been no closings. The decision to forward with this project has not been made, and just because property is being purchased does not mean the project is being done. BNSF will notify the Mayor and committee when land is closed on.

Chuck Burriss provided an overview of what Intermodal is and the truck/train connection in the consumer market. Mr. Burris summarized the types of trains and distances covered, the train network flow, and how it is a growing industry. In 2005 the industry grew by 1 million more units, of which BNSF handled half of those. Mr. Burris then described how the cranes have lights, that there will be lights in the parking areas, how the freight is transferred through the system, inspected, sealed and tracked. He also reviewed the amounts of shipping by type, including amounts that were international and hazardous. Skip Kalb mentioned that Homeland Security is responsible for port security. BNSF has data on trailers and inspects seals before they can be moved from the facility. All shipments are tracked in detail by BNSF. BNSF participates in Trade Partnership Programs for security, and Mr. Kalb also indicated that there are several federal security measures such as the SAFEPORT ACT and x-raying of all containers at ports of entry by 2007.

The Logistics Park near Chicago has an auto facility that Gardner will not have. In response to a question about far in the future – there is nothing in the plans, but it is uncertain into the future.

Questions from the Committee:

How many trucks will enter the facility daily?

The Gardner facility would start with 2,000 trips on a peak day. The maximum build out would amount to 5,000 trips on a peak day. Maximum build out would accommodate approximately 1,000,000 lifts per year in 7 to 10 years. The Chicago intermodal facility currently has about 3,000-3,500 trips per day.

Are there future plans for shipping from the Great Lakes and points east to here since Chicago is landlocked?

No. It is too close for rail shipping to be efficient.

What makes the choice for the carrier to use rail or truck?

Distance is the primary factor.

A picture of the Chicago-Willow Springs site is displayed as the third largest logistics facility, and it attracted the placement of a UPS distribution immediately adjacent to it.

Does the estimate of 5,000 trucks per day only include the Intermodal and not the distribution and warehouse facilities?

Yes, the estimate does not include additional distribution centers and development surrounding the intermodal logistics facility.

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A picture of Alliance Intermodal in Fort Worth was displayed. The facility possesses a rail yard adjacent to it which will not be part of the Gardner facility. Switching will not be conducted at the Gardner facility because it currently takes place at the Argentine site in Kansas City, Kansas, which is the largest BNSF switching yard and was just renovated for that purpose.

Will there be more or less trains with this new facility?

Trains will increase overall, intermodal and otherwise, but most of the intermodal trains will arrive from the west and depart back to the west, thereby avoiding Gardner and the cities to the north. Even if the project is not constructed at this site, however, there will be additional trains coming through.

What if the trains are backed up?

The trains will be staged at various spots and not stranded on the main line. The crossings in Edgerton and Gardner will be helped by the straightening of the tracks between Edgerton and Gardner. There will be approximately 40 trains a day that will speed up by 15mph and 10 trains a day will slow down by 20 mph. BNSF indicated that they have begun work to upgrade facilities further down the line in Emporia, Kansas and beyond, to handle increased traffic in the future.

There was discussion about quiet zones, current federal regulations and BNSF internal policies. BNSF stated that improvements made to at-grade crossings that follow federal regulations for safety would reduce the amount of horn noise currently made.

Where are the extra tracks going?

There will be two lead-in tracks at either end of the facility. On the eastern side they will begin at Elm Street.

Where will the truck entrance be?

At the southwest corner at 191st and Four Corners.

Access to Utilities

David Greene, Public Works Director

KCPL is interested in providing service electrical service to this facility. Gardner can also provide the service from the new substation 3 in the short-term, but would require a new substation in the long-term. By statute, Gardner could provide electrical service upon annexation, but would have to buy out the existing KCPL customers based on current revenues received from the properties prior to annexation.

Rural Water District 7 has a 12" main along Four Corners Road. Gardner can provide service from its main on Waverly, with a loop from 183rd to Four Corners to 191st, which is roughly projected to cost approximately \$1.6 million. Gardner would have to negotiate a buy out of the area from Rural Water District 7.

Johnson County Wastewater developed conceptual plans years ago to provide a treatment plant at the Miami County line as development occurs. There is no funding set aside for this concept. An alternative would be for Gardner to provide a gravity sanitary sewer line to 191st, and construct a pump station to connect into the Kill Creek Treatment sanitary sewer treatment facility on 159th Street. A short term option would be to pump it to the Bull Creek lift station. The possibility of providing gravity flow to Edgerton was also

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reviewed but there is currently no capacity and probably not feasible. Another option would be to place a package plant at 199th and Homestead.

A question was asked regarding cost and revenue estimates for these facilities?
An analysis has not been conducted at this time.

It was noted that staff needs to check the capacity of Hillsdale water supply to determine whether that is an option for providing water. Additionally, the staff will inquire about any Hillsdale Lake water quality issues that could be affected by this facility.

The committee will look at storm water issues at the next meeting. Mr. Goerhi stated that he did not believe there would be much needed to meet Federal, State and local standards. He also stated that contamination issues would not a major problem. Fueling areas would be required to have containment facilities and monitored. Mr. Goehrhi also indicated ample room for retention and detention on site.

Gardner Airport

David Greene, Public Works Director

The emphasis for the airport is the north-south runway. The airport needs to acquire the entire runway protection zone, as prescribed by FAA regulations. However, this project is not funded at this time. The industrial park site development is subject to FAA review and permitting, primarily related to height and lighting restrictions. Mr. Goerhi stated

that they must file elevations with the FAA but they do not anticipate any conflicts. It is primarily for the FAA to have factual information so that pilots know what is in the area.

It was noted that tall light poles could be a problem.

Mr. Goerhi stated they have not checked that yet, but that would be addressed with any permitting required by the FAA.

Determine Next Steps and Review Meeting Schedule

Art Davis

It was noted by the committee that there may be some room adjustments for the May 9th meeting because of the larger crowd that is watching the proceedings.

Any questions the committee or the public has should be sent to Melissa Mundt, whose email address can be found on both the City's website, and the Intermodel web page.

No members expressed any problems with the May 16th date change.

The Committee was informed that the May 9th meeting may go later because of the amount of information to be covered. The other meetings are May 16th, a June 6th Public Forum, and Committee meetings on June 13th and 27 to wrap- up the report for presentation to the Mayor and City Council.

Questions or Comments by Committee Members

There were no further questions by the members of the Committee.

Adjourn

The meeting adjourned at 8:46 pm.